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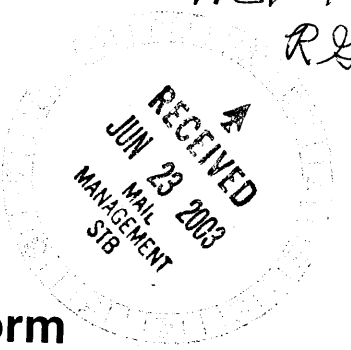

Questionnaire and Comment Form

Southwest Gulf Railroad Company's
Proposed Rail Construction in Medina County, TX
STB Finance Docket No. 34284

June 12, 2003

This questionnaire and comment form is designed to help you identify and describe any issues of interest to you regarding Southwest Gulf Railroad Company's Proposed Rail Construction in Medina County, TX. Your comments will help the Surface Transportation Board, Section of Environmental Analysis understand public interests and concerns about the project as we conduct our environmental review.

Please complete this questionnaire after you have reviewed the exhibits. If you have a concern about a particular geographic area, please circle it on the attached map.

Please give us the completed form tonight or mail it to:

Attn: FD 34284
Rini Ghosh
Attorney-Adviser
Section of Environmental Analysis
Surface Transportation Board
1925 K Street, N.W., Suite 500
Washington, D.C. 20423-0001

Your name and address are optional, but would be useful if you would like to be added to our mailing list to receive subsequent information regarding this project.

Name: LESTER R. LANDRUM

Address: 776 CR 354

City, State, Zip: HONDO, TX 78861

Telephone: 830-426 8295

1. Which of the following applies to your situation?

✓ The proposed rail line is near my home.

— The proposed rail line is near my business.

— The proposed rail line crosses my property

— Other, please specify

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2. What are your concerns regarding potential environmental impacts and do you have any mitigation suggestions?

See attached typed sheet
dated June 12, 2003
Lester R Sand

3. Please use this space for additional comments or suggestions.

Thank you for your comments.

June 12, 2003

To: Surface Transportation Board's Section of Environmental Analysis
Subject: Southwest Gulf Railroad Medina Spur

Members,

My name is Lester R. Landrum, and I reside at 776 CR 354, which is about 0.7 miles east of the proposed railroad and is about 1.5 miles southeast of the proposed quarry. I built my home here some 12 years ago on property that has been in my wife's family for some 100 years.

My first concern is the protection of the sole-source Edwards Aquifer as we have several hundred users in this area, and I also own two Edwards Aquifer wells. This aquifer meets the water needs of over one million users in a six county area of Central Texas region and is the sole- source of San Antonio, our nation's eighth largest city. In our area new heavy industry has the potential for serious damage and/or contamination to this aquifer and once water in this vast reservoir becomes fouled it will be difficult, if not impossible to clean; or once the underground strata is damaged it will be difficult to restore or repair. In the northern area of the proposed rail, the roof of this aquifer is only some 150-200 feet thick. This roof is in fault zones, with fissures, voids, caves, large sink holes, and is mainly porous-spongy carbonate deposits. Sinkholes are common here where the land is underlain by limestone or other carbonate rocks.

Vibrations due to construction explosions, excavations, material movements or train movements could readily influence the aquifer water turbidity or availability. With this porous roof, this recharge zone could easily transfer any surface contaminants into the aquifer. These contaminants could be train diesel fuels, lube oils, greases, anti-freeze, hydraulic fluids, and any other material these trains would haul. Large quarries often add cement manufacturing plants which can burn industrial waste and/or hazardous chemicals in their kilns which could be delivered into the area by rail. Undetected contaminants could seep into the aquifer in only hours. With so much exposure, should test wells be required with analyzers, recorders, transmitters, and alarm systems to detect any contamination or damage to our thin roofed aquifer? Would rail membrane liners reduce exposures?

For the past 4 years, the U.S.Department of the Interior has been monitoring my Edwards well that will be closest to the proposed rail. I hope these survey analyses will be used as a bench mark for future comparisons of water quality and movement.

My second concern is the shallow wells and artesian springs in and around the project area that could be disrupted. These springs feed Quihi Creek and various ponds and collection areas. Some owners use these wells for watering their live stock and limited irrigation. Wild game and wild birds also use these waters for subsistence. Will the rail alter this shallow water source, and could we need an alternate supply of water ? As with the Edwards Aquifer these wells and springs could also be easily fouled. Do we need test wells, analyzers, recorders, and alarms for these systems?

If a 2692 gallon diesel oil spill occurred here, similar to the Jan. 14, 2000 Comal Spring - Dyna Nobel, Inc. leak, a disaster could result as the percolation time is much less and the Edwards reservoir is much closer . Areas just 35-40 miles away are experiencing major shallow well aquifer problems due to contamination in south Bexar county near Kelly field. Costly cofferdams, test

wells, evacuation wells are being installed and health research continues on these problems . It appears that this work will be on going for years with no total solution in sight.We should learn from their problems and mistakes.

We cannot afford an aquifer disaster, big or small. As ground water receives increasing attention, particularly because of toxic chemicals contamination, a written legal document verifying an adequate water supply from new or old wells can be as important as a property deed. We are grateful for governmental agencies with stamina, strength, and foresight to spearhead our concerns and rights.

Respectfully,

Lester R Landrum

Lester R. Landrum
830-426-8295